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this, what would compulsory legislation accomplish except perhaps to hasten the application of the Master Car Builders' type of coupler upon the equipment of those companies not members of the Association? Those companies which are members will assert that they are proceeding with the work as rapidly as circumstances will warrant.

The cost of standard couplers for the 900,000 cars now equipped with link-and-pin couplers will not be far from \$25,000,000, and this expenditure cannot, in many cases, be provided for from income account. The narrowing margin between the rate and cost per ton mile will not permit of it. The means must then be obtained from capital account by the sale of stocks or bonds. If the condition of the money market be unfavorable for placing these securities how can compulsory legislation aid in finding a purchaser?

There are those who admit that the companies, members of the American Railway Association, have discharged their duty toward their employees in adopting the Master Car Builders' type of coupler, but who insist on legislation to compel its adoption by companies not members of that Association. The advocates of this policy should consider that the coupler question did not pass out of the experimental stage until the action of the American Railway Association in October, 1890. To railroad managers the progress already made is a satisfactory assurance that the work will go on without any compulsion beyond that to be derived from the pressure of public opinion and the growing recognition of the advantages to follow from falling in with general practice. These forces have been strong enough to compel the adoption of a uniform system of coupling passenger trains with couplers of the Master Car Builders' type, and the opponents of compulsory legislation can fairly maintain that what has been accomplished with passenger cars can be accomplished with freight cars.

A penal statute concerning technical matters should carry with the penalty to those who disregard its provisions some protection to those who obey them. Are the advocates of penal legislation prepared to relieve railroad corporations from responsibility for damages to those injured while using the devices prescribed by such legislation? A statute defective in this respect might be sustained in the courts, but it would be none the less injustice under the guise of law.

There is another reason why it is to the public interest not to interfere by legislation in the mechanical operations of a railroad. Any attempt of the kind has the effect of paralyzing progress in that particular direction. It serves to dull the inventive mind and to petrify the art at the stage which it has reached at that time. The wonderful development in the construction and operation of railroads in this country as compared with the progress made in those countries in which the details of management are under government regulation furnishes overwhelming testimony to the fact just stated,—and American legislators may well pause before committing themselves to a policy which the Massachusetts Railroad Commission says is "a departure from a principle of legislation which for many years has been generally adhered to in this State with satisfactory results."

H. S. HAINES,

President of the American Railway Association.

THE PEACEFUL CONQUEST OF NEW ENGLAND.

AT THE moment when the readers of the nation are rejoicing in the completion of Mr. Parkman's story of the conquest of France by England

in the New World more than a century ago, our attention is called to a singularly persistent and slowly successful effort on the part of the people of what was once called New France to make a conquest, under the joint appeals of patriotism and religion, of New England.

Statements in regard to this matter are not new. The conquest has been a matter of observation to any one who has watched the resettlement of the rural districts of the New England States, or who has made himself acquainted with the way in which the French-Canadians have established themselves in its large towns and manufacturing centres, and an Andover professor, Dr. Egbert C. Smyth, has recently made a careful study of the steps in this conquest from the original documents in the proceedings of the American Antiquarian Society. He calls his paper "The French-Canadians in New England," and in it he shows that there are at the present time about 400,000 French-Canadians, almost entirely Roman Catholics, in New England, and that they hold property to the value of nearly \$22,000,000. These people are engaged in a great variety of occupations. Dr. Smyth says: "A very large proportion work in the shoe, cotton, or other factories, but no one of the ordinary trades or professions seems to be unappropriated. Besides carpenters, clothiers, grocers, bakers, and other dealers in the necessities or customary conveniences, the ordinary arts are well represented, and enterprise has extended itself to a great variety of business employments. There are also commissioners of various kinds, justices of the peace, sheriffs, policemen, health officers, city councillors, inspectors of customs, registrars, members of legislatures, notaries, lawyers, doctors, journalists, teachers, and clergymen." This means that they are in all the walks of life, and that they have come to stay.

If, like the Irish-Americans, they had come among us with their fine instincts of patriotism ready to be enkindled in favor of the institutions of the country in which they proposed to live, and if they had shown this in learning the language and in taking an interest in our schools and in the different ways in which their children, if not themselves, could be made acquainted with our social and political life, we could find no fault with their citizenship or their intentions; but in the spirit which they manifest and in the confession of their ultimate object in the somewhat extended literature which they have already published, it is seen that they under the lead of French-Canadian priests who are confessedly aiming at the re-peopling and reconstruction of New England.

The plan is to push the French-Canadians to the highest point of prolific families, and to make it a religious duty to hold intact the system of religious absolutism in which they have been educated. New England is the paradise of the poor French-Canadian. By insisting that marriages shall be contracted early, and by placing the women who shall be the mothers of the largest number of children on the list of public benefactors, the French of the old régime have almost crowded the English out of the Province of Quebec, so that the French race and the Roman Catholic Church are almost supreme in that part of Canada.

For more than a generation the same tactics have been employed in securing the permanent settlement of the French-Canadians in the parts of New England most favorable to their industrial success and to the creation and support of large families. At first, the Roman Catholic bishops in the New England States did not favor this emigration. It was looked upon also by the authorities at Quebec as likely to endanger the souls of their people;

but now it is taken up with the zeal of a crusade, and great encouragement is offered to all the French-Canadians who are ready and willing to settle in New England; and to all appearance Quebec is brought down bodily with its parish, its church, its presbytery, its convent, and parochial school, and planted at the centres of New England life, without the slightest idea of adjusting anything in its system to the new conditions which surround it. The people are looked after by the parochial clergy and by itinerant priests, and every effort is made to hold them to their traditional faith, their native language, and all their characteristic ideas and habits.

The religious associations of these people are distinctly arranged to keep them closely together. Their motto is, "*Notre Religion, Notre Langue, et Nos Moeurs.*" There are 210 of these societies in New England, with 30,540 members. The rule is that each member must be a French-Canadian, speak the French language, and belong to the Roman Catholic Church. They cannot belong to any society that the Church does not approve of. They may be loyal to the government of the United States, but their hearts must remain true to their first loves, their own nationality, and to the customs, traditions, aspirations, and faith in which they have been bred as French-Canadians. They are a solid French unit under the control of their priests, a body that can be employed for political as well as ecclesiastical purposes, and with a distinctly religious end in view. They come from a stock that has the inherent power to root out and overcome other races—the Scandinavian stock that created Normandy in France, and that has the power to change New England into New France when it can send its roots down into the soil. They represent the same stock that has led in racial contests in the old world through many centuries. Their characteristic qualities are seen with distinctness in parishes and in districts in Canada to-day, and it is these people whom the priests have inspired with the idea that their children are to be men of destiny, and that their mission is to make the peaceful conquest of New England in the generations of the future. While we do not wish to be alarmists, it cannot be denied that Dr. Smyth makes out a strong case, and that the dangers which threaten New England, if not immediate, are much more serious than one would like to confess. The solidity and the power to march like a regiment into the heart of the country make these people formidable, and so long as they are able to reject the English language and the public school, they will be beyond the influences which will make them the right kind of American citizens.

JULIUS H. WARD.

ORIENTAL PILGRIMAGES AND CHOLERA.

THERE has been recently issued from the government printing office a volume of 945 pages, a "Report on Cholera in Europe and India," by Dr. Edward O. Shakespeare, who was appointed a special United States Commissioner in 1885 to go abroad and "make investigation of the causes, progress, and proper prevention and cure" of cholera. Not in the way of criticism upon this excellent report, but rather as a corollary to it and to previous literature on the spread of cholera, I offer some suggestions. Two facts are noteworthy: (1). From the earliest history of the disease, whenever it has entered any country outside of India, cholera could be traced back to its home in Bengal. (2). Whenever it has invaded Western Asia, Africa, Europe, or North or South America, it has been traceable to pilgrims and their usual routes of travel to and from their pilgrimages to Mecca, Hurdwar, Meschid and Kiev. Six times in seventy years has cholera gone out of Bengal and spread